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No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JULY 26th, 1911.

The seamen of Great Britain have had what the leader of their organisation describes as a "magnificent fight," and it cannot be denied that they have gained the victory. But Mr. HAVLOCK WILSON, in a speech he delivered to several thousand men at Glasgow at the beginning of this month declared that this fight was going to lead to a bigger fight. At the present time, he said, 45,000 Chinamen and Lascars are employed on British ships, and every year the number is increasing. During the past two years nearly 10,000 Chinese "blacklegs" had been imported into Great Britain. He declared as a policy, that within the next twelve months they must organise and prepare for a big fight with the object of preventing any ship on which Chinese and coolies were employed being loaded or discharged in any port in the United Kingdom. It was no use appealing to Parliament on this matter, he said; what was required was direct action. And the report adds that a resolution of sympathy with the seamen's movement was carried with enthusiasm. Now, a policy of this kind, it is obvious, will mainly affect Eastern shipping, though when Mr. WILSON uses the expression "Chinese and coolies" he presumably includes the negro element employed on ships engaged in the West Indian trade also. We fancy the British Seamen's organisation, and the dock labourers who will be chiefly affected, are likely to derive small advantage from a policy of this character.

Possibly in a few cases they may succeed in getting Chinese and Indian labour replaced by white labour on British owned ships, but it is manifest the net result of the contemplated boycott would be to cause, on the one hand, a great diversion of trade from British to Continental ports, and, on the other, it would give a tremendous fillip to the development of Asiatic mercantile shipping. The Government, for example, would be compelled to prevent by force, if necessary, any interference with Japanese shipping, and if a boycott were enforced against the British ships that are manned largely by Chinese and Lascars, the Japanese mercantile marine would stand to benefit enormously. Then we have the Chinese Government giving evidence just now of a desire to emulate Japan in the development of a mercantile marine. A company has just been formed with the object of buying a fleet to be employed in foreign trade. Could the British Government stand by and allow the seamen's and dockers' organisations to boycott any Chinese ship that may call at a British port? Clearly, a policy such as Mr. HAVLOCK WILSON has just declared is fraught with grave consequences not only to the trade and commerce of the United Kingdom, but to international peace and concord. After the experience of the last few weeks there can be no doubt about the ability of the seamen's and dockers' organisations to carry out the policy which their leaders have adumbrated, and, intoxicated, as they are, with the victory they have just won, the leaders of the men may be expected to prepare with enthusiasm for the coming "bigger fight." While the present Government remains in power in the United Kingdom nothing is likely to be done to discourage an agitation which is simply anarchical in its objects, for we shall doubtless be told that it does not necessarily involve all the disastrous consequences to the British shipping trade with the East that we have indicated. In proof whereof we may expect to see cited, for example, the flourishing Blue Funnel line whose ships are manned by white seamen. But we presume from the wording of Mr. WILSON's declaration of policy that even these ships will not be unmolested, for they have Chinese stokers, and the organisation of which Mr. WILSON is the leading spirit, embraces firemen as well as seamen. In view of what has just been accomplished by this organisation, the declaration of policy just announced by the prime agitator and endorsed by a gathering of several thousand men at Glasgow, cannot be regarded as an idle threat, and we may count upon hearing a great deal more of the matter before another year has passed.

One case of plague was reported yesterday, bringing the total for the year up to 229.

The postponed water polo match between the K.O.Y.L.I. and the 87th Co. R.G.A. will be played in the V.R.C. bath this afternoon.

On Monday by the s.s. Telemachus 105 deportees arrived here from Saigon, and will be forwarded to their native places in China.

The body of a Chinese boy about 12 years of age was found in a box in Des Vœux Road on Monday. It is believed that death was due to natural causes.

Yesterday morning about 2.30 three men went into a house down West and after terrifying the women despoiled with jewellery to the value of \$129. They were unarmed.

The steam launch Wa Ying while at Cheung-shawan on Monday had her anchor and several steel cramps stolen by some people who came alongside in a boat.

On page 6 will be found a short article referring to the troping of the colour by the 1st King's Own Yorkshire Light Infantry next Tuesday on the Cricket ground, in celebration of Minden Day.

Lever Brothers (China), Limited, has been registered with a capital of £20,000 in £10 shares, to acquire the business carried on by Lever Brothers, Limited, of Port Sunlight, at Shanghai, and elsewhere in China.

A Chinese from Apichan was brought before Mr. Hazeland at the Magistracy yesterday charged with throwing a bucketful of boiling water over his assistant cook and scalding him very badly. As the victim is still in hospital the case was remanded for a week.

One of the employees at Taikeo Dockyard was discovered placing two hand forges on a launch with a view to stealing them. He was brought before Mr. Wood at the Magistracy yesterday and sentenced to three months' imprisonment and four hours in the stocks.

Some time ago it was announced that Rev. W. W. White, D.D., of New York would conduct a series of Bible lectures in Hongkong during the last week in August. Word has just been received from Dr. White stating that he will be unable to come to Hongkong.

A man who was found in a house in Des Vœux Road in the early hours of yesterday morning by some of the police was chased and captured. He was found to have skeleton keys in his possession. Brought before Mr. Hazeland at the Magistracy later he was sentenced to two months' imprisonment.

The return of visitors to the City Hall Library and Museum for the week ending the 23rd July, 1911, shows that of non-Chinese there were 405 to the Library and 159 to the Museum, and of Chinese 166 to the former and 2,342 to the latter. The Library was, therefore, used by 571 persons and the Museum by 2,401.

Sanitary Inspector Allen proceeded against Pastor Muller of the Beila Mission, No. 7, High Street, for keeping a ferocious dog. It was stated that on July 18th the animal bit a Chinese girl on the leg and inflicted a lacerated wound. Mr. Wool, before whom the case was heard, ordered the dog to be destroyed within a week, otherwise he would inflict a fine and order the destruction of the animal. The case was accordingly adjourned in order to allow of the dog being done away with.

At the Magistracy yesterday afternoon before Mr. J. R. Wood the re-hearing of the charge against the Wang On Company for exposing for sale tins of condensed milk not properly labelled, which had been dismissed by his Worship, took place. Mr. Bowley, who appeared in support of the prosecution, quoted the case of a man who had been fined under similar conditions. His Worship decided to enter a conviction, but ordered the defendants to be bound over in the sum of \$50 to come up for judgment when called upon.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

July 24th.

SLAVERY IN KWONG TUNG.
Although some time ago an Imperial Edict was issued doing away for ever with slavery in the Chinese domain, little notice has been paid to it in this province, and bondmen and bondwomen are still numerous, especially in the Nam Hsi, Pao Yu, Suia Tuk, Sui, and Nam Shan Districts. The slaves have, as a matter of course, got to hear of the Edict and are clamouring for their freedom. Moreover, in many cases where the Edict has been obeyed the freed slaves have taken revenge on their former owners for years of ill-treatment and oppression, and many cases of murder, arson and robbery committed by these emancipated slaves have occurred. The state of affairs arising out of this question has for some time occupied the attention of a Nam Hoi resident named Chan Kai-chiu, who has formulated eight regulations which he believes will solve the difficulty. The Viceroy has received these, and, highly approving of them, has passed them on to the Law Commissioner to be put into operation. They are as follows: (1) All those bondmen who have not yet received freedom should be set free at once. They should receive all the privileges of citizens, and, in the eyes of the law, be equal to their former masters. (2) Having been set free, the bondmen must at once give back to his master the field he formerly tilled and the house he formerly lived in. He will then be at liberty to return to his ancestral village or any other place he desires, or to set up as a trader or pursue any occupation he may wish to follow. (3) These having been set free must on no account conspire with other freed slaves against their former masters. Any freeman found guilty of such conduct should be most severely punished. (4) Persons of the same sex (surname) as the freed slaves should not recognise them as their kinsmen for the purpose of troubling their former owners or engaging in clan faction fights. Should any person be found so doing he should receive drastic punishment. (5) Masters and freed slaves should be encouraged to dwell together in harmony. In all possible cases the freedmen should be encouraged to remain with their former masters, tilling the same fields and inhabiting the same cottages, but as paid labourers. (6) The village elders should be called upon to explain the Emperor's humane Edict both to the slaves and their owners, that all may see the justice, wisdom and benevolence of His Majesty's praiseworthy action. (7) Local officers should interest themselves in the well-being of the freed slaves. They should also bring pressure to bear on those owners who are unwilling to obey the Imperial Decree. (8) All disputes arising between masters and freed slaves should be settled by the local officials, who should use the utmost tact to prevent disturbances being caused.

GUN RUNNING.

The officer who is endeavouring to drive out the bad characters from the Ko Ming District reported a strange occurrence at a place on the river called Tai Ping Shui. It appears that a large steam launch with a black funnel was lying off this place ostensibly to sell cigarettes. It was reported to the officer, however, that this launch was owned and manned by certain of the Sun Hop Wai, or Triad Society, and that the vessel was laden, not with cigarettes, but with repeating rifles. Members of the Society on shore were able, by means of secret passwords, to obtain access to the vessel and buy the guns. Cartridges were also being sold at \$5 per box. This news has been reported to the Viceroy, who has asked the Customs authorities to clear up the mystery of the arms being landed in the country.

AN ANNIVERSARY.

The anniversary of the death of the Emperor Kwong Si last year, was marked by the closing of the theatres and a ceremonial service which was held in the Ming Huen Tang Building. This year the day was entirely without celebration of any kind, and Kwong Si appears to have passed from the memory of men. One of the papers in an article on this contrasts the attitude of the Cantonese towards the late Emperor and that of the English in the way they commemorate the late Queen Victoria on Empire Day.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CRISIS IN GREAT BRITAIN.

EXCITING SCENES IN THE HOUSE OF COMMONS.

LONDON, July 25th.

The House of Commons was animated and excited yesterday. When Mr. Asquith entered Ministerialists rose, cheered and frantically waved handkerchiefs. Mr. Balfour received as great an ovation on entering.

LATER.

The scenes in the House of Commons were among the stormiest ever witnessed there. Mr. Asquith stood at the table for twenty minutes, during which he essayed to speak, but his utterance was drowned amid the frantic cries of "Traitor," "Dictator," "Redmond," "Divide, divide," and cheers. The Speaker repeatedly intervened with small success. Ultimately Mr. Asquith began reciting the history of the Parliament Bill, and when he mentioned the death of King Edward there were vehement shouts of "Who killed him? You did." The Premier continued amid such interruptions that he had to cut his speech short, and merely declared that unless the House of Lords passed the Bill with only such amendments as did not interfere with its principles the Government would invoke the prerogative of the Crown. (Cries of "Shame.")

Mr. Balfour followed. He regretted frankly that he had not heard the Premier. The heat was excusable in the circumstances, but he deprecated the excess. The Government by one stroke misused the prerogatives of the Crown, destroyed the independence of the Second Chamber, and arrogated powers that no republican dictator possessed.

Sir Edward Grey moved the adjournment of the House.

Mr. F. E. Smith rose, but the Ministerialists drowned his voice, and the Speaker thereupon suspended the sitting.

The discussion on the Lords' amendments is not expected to be resumed for several days. It is expected that the interval will be utilised for negotiations.

MR. ASQUITH'S SPEECH.

Mr. Asquith's interrupted speech has been communicated to the Press. It criticised the Lords' amendments in detail, which, taken as a whole, amounted to a rejection of the Bill and a flat negation of the decision of the country. In justification of the resort to the prerogative of the Crown as constitutional, he quoted the precedent of 1832, detailing the history of the First Reform Bill to show the identity of the present procedure. He need scarcely say that they did not desire that the Royal prerogative should be exercised, and he trusted that the necessity might be avoided. There was nothing derogatory or humiliating to a great party in admitting defeat. Nobody asked them to accept the defeat as final. They had only to convince their countrymen that they were right and the Government were wrong, and they could repeal the Bill. Believing that the chances of a satisfactory issue might thereby be improved, he did not propose that day to ask the House to take any action as regarded the Lords' amendments, but to adjourn the debate.

LATER.

The Liberal papers denounce the display as one of "impotent imbecility," and consider that the comments of the Conservatives are indicative of a party split.

The Morning Post, the Standard and the Daily Mail consider it to be the inevitable result to Mr. Asquith "shameless and unexampled violence," while the Daily Telegraph says the sheer brutality and senseless and insolent interruptions were simply disgusting. Such an exhibition of political unwisdom by the extremists, it says, ought to lead to a speedy collapse of whatever influence they possess.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE UNIONIST SPLIT.

LONDON, July 25th.

Mr. Balfour postponed his important speech to City Conservatives to-day. The Morning Post says the postponement was the result of a disagreement among the committee as to the terms of the resolution which it was intended to submit to the meeting, and the growing dislike of white flaggers, who might be provoked to angry scenes.

LATER.

A Court Circular has been issued stating that the King has postponed his visit to Goodwood on account of the crisis.

Many Unionists are signing a memorial to Mr. Asquith regretting their personal discourtesy at yesterday's scene, which was prearranged by a group of irreconcilables.

THE HALSBURY BANQUET.

LONDON, July 25th.

The organisers of the Halsbury banquet state that 120 Peers and 100 Commons, including Mr. Austen Chamberlain, will attend. A strong letter will be read from the Rt. Hon. Joseph Chamberlain.

Lord Lansdowne has sent letters to his followers requesting them to state whether they are in favour of his policy, and 110 have signified assent.

AUDIENCES WITH THE KING.

LONDON, July 25th.

First Mr. Balfour and Lord Lansdowne and then Mr. Asquith had audiences with the King at Buckingham Palace yesterday.

GERMANY AND MR. LLOYD GEORGE.

LONDON, July 25th.

A message from Berlin states that an officially inspired article now appearing in the newspapers is most bitter against Mr. Lloyd George's speech, which it describes as an inadmissible interference with negotiations of which he cannot know the nature, and states that the advice is in the form of a threat which cannot be tolerated.

AUSTRALIAN PREMIER'S EXTRA-ORDINARY UTTERANCE.

LONDON, July 25th.

Mr. Fisher, the Australian Premier, in the course of an interview in the Review of Reviews, is reported to have said:—We are not an Empire. We are a very loose association of five nations, each independent, but each for the time being in fraternal co-operative union with the others, but only on condition that if at any time for any cause we decided to terminate the connection no one dare say us nay. There is no necessity for us to say we will or will not take part in England's wars. If we were threatened we should have to decide whether we would defend ourselves or whether if we thought the war unjust and England's enemy right we should haul down the Union Jack, hoist our own flag, and start on our own.

The Sydney daily newspapers deplore and repudiate Mr. Fisher's statements, and declare them to be a gross misrepresentation of Australian spirit and a perversion of his office.

"DAILY MAIL" AVIATION PRIZE.

LONDON, July 25th.

Seventeen competitors started from Hendon toward Edinburgh. Vedrines reached the Scottish Capital in exactly seven hours, and Beaumont in 7 hours 20 minutes, including the compulsory landings of half an hour each at Harrogate and Newcastle. The Englishman Valentine reached Edinburgh in 12 hours. The remainder broke down at various points.

DROUGHT BREAKS IN BRITAIN.

LONDON, July 25th.

Rain fell yesterday evening, ending a twenty-four days' drought in the South of England.

PERSIAN AFFAIRS.

LONDON, July 25th.

It is reported from Teheran that the Majlis has voted the removal of Premier Sipahdar from the Cabinet, and that a number of reactionaries have been arrested.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

OPIMUM SUPPRESSION IN CHINA.

PEKING, July 25th.

An Imperial Edict has been issued which enjoins strict compliance with the Opium Agreement in the Provinces, particularly in Kuan-tung, and holds the Viceroy responsible for the suppression of illegal taxation.

[THROUGH REUTER'S AGENCY.]

DISASTROUS CONFLAGRATION AT CONSTANTINOPLE.

LONDON, July 25th.

Constantinople messages report that the fire has been raging for fourteen hours and that two square miles have been devastated. It is roughly estimated that over 5,000 houses have been destroyed. The fire is the worst that has taken place there since that of Pera in 1870. The General Staff building has been burnt. There are rumours that the fire is the work of political incendiaries, as it broke out at several points.

LATER.

The Minister of War was injured yesterday by the fall of a burning beam.

A fresh fire occurred to-day at Balata, a wood-built quarter of the city. It has been raging fiercely for five hours.

LATER.

The bluejackets of the English, German, French and Italian guardships worked with pumps, and were most active in fighting the flames and in the work of rescue.

The Balata quarter, the population of which is mostly Jewish, has been destroyed.

CANADIAN PREMIER ON RECIPROCITY.

LONDON, July 25th.

In the House of Commons at Ottawa Sir Wilfrid Laurier announced that while England ordered the preparations for a general election on the reciprocity question, he was confident that the verdict would be in favour of the agreement.

SOUTH AMERICAN ARBITRATION TREATY.

LONDON, July 25th.

A message from Buenos Aires states that the Argentine Republic and Venezuela have signed an arbitration treaty.

THE POPE UNWELL.

LONDON, July 25th.

His Holiness the Pope is suffering from a severe cold, and has suspended audiences.

THE MONSOON.

LONDON, July 25th.

Bombay telegrams state that the weakness and intermittent character of the monsoon is causing increasing anxiety everywhere in India.

THE ENGLISH TURF.

LONDON, July 25th.

The probable starters for the Stewards' Cup are: Golden Rod, Templeman; Mercutio, Trigg; Hallaton, Saxby; Poor Boy, Maher; William Box, Donoghue; Sunningdale, F. Wootton; Princess, Munster; Runnymede, Bickaby; Lavanger, W. Griggs; Saint Anton, Watts; Falaire Second, Whalley; Great Surprise, Duller; Borrow, Martin; Braxted, Winter; Mount Felix, Ringstead; Onadi Halfa, Calder; Vesta, Bowley; Saint Mac, Longhurst; Spanish Prince, Conney; Uncle Pat, and Robbins II are also likely to start. Their jockeys are not yet announced.

Betting:—9 to 1 against Mercutio and Borrow, 10 to 1 against Poor Boy, 100 to 9 against Runnymede, 100 to 8 against Sunningdale, Romney and Great Surprise, and 100 to 7 against Vesta.

TYPHOON WARNINGS.

The following typhoon warnings were received by American Consulate-General, Hongkong, from the Manila Observatory yesterday:—July 25, 10.45 a.m.—

Cyclone or Typhoon W. of Balintang Channel moving E.N.E.

Cyclone or Typhoon E. of Naha inclining northward.

The following typhoon warnings, despatched from the Manila Observatory at 7.15 p.m. last evening, were received by the American Consulate-General at 10.25 p.m.: Cyclone or typhoon west of Hainan Channel, moving N.E. or E.N.E. Cyclone or typhoon west of Naha, recurring N.E.

RESPONDENCE.

MR. ROOPER'S REASONS FOR RESIGNING.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

July 25th.

DEAR SIR:—As I have now received His Excellency The Governor's acknowledgment of my resignation as one of the members of the Sanitary Board elected by the Community, I desire to communicate to them the reasons for resigning, six months before my term of office expires.

On the 20th June the President submitted to the Board a new set of Draft By-Laws relating to Sewerage and Conservancy to replace the existing ones.

Before considering and making the new ones it was necessary by Special Resolution to repeal those then in force.

The repealing clause submitted in draft was as follows:—"All the by-laws originally contained in or since added to Schedule B of the Public Health and Buildings Ordinances, 1903-1909—published at page 480 of the Regulations of Hongkong, 1910, under the heading 'Sewerage and Conservancy,'—are hereby repealed and the following substituted therefor."

I approved of the repeal, but objected to the words "and at page 480 of the Regulations of Hongkong, 1910."

1st. Because they were unnecessary, the said By-Laws being completely and accurately described and set out in the Schedule of the Ordinances itself, which had been approved by the Legislative Council and published in the Government Gazette, the only official record recognised by the Courts of Law.

2nd. Because the book referred to I had never seen, and as far as I am aware it is not a Public Record or evidence of any act of the Legislative Council or of the Sanitary Board admissible in a Court of Law.

I therefore proposed the deletion of the words complained of, which on being duly seconded, the Board ordered the words to be struck out.

The President of the Board informed me that the By-Laws and the repealing clause were sent to the Government as amended by the Board.

On the 6th July—16 days after the Board made the By-Laws—the Colonial Secretary at the Legislative Council in moving the approval of the Council stated:—"That the By-Laws only reached the office a short time ago, and that it was not possible to get them in the hands of hon. members previously. I understand they were passed by the Sanitary Board and submitted in the usual form."

The Council therefore approved of them without having them in their hands previously for examination, and being given to understand they were made by the Board.

In fact the Government Gazette of 7th July records that they were made by the Sanitary Board.

Now as to the merits of the retention or deletion of the words by the Sanitary Board I have nothing more to say, and if the Board had retained them I should have bowed to their decision.

The grievance I complain of is:—That an act of the Board after full discussion is unofficially set aside, not by the Legislative Council or His Excellency the Governor, but by some Department of the Government without a reference back to the Board, or without even informing the Legislative Council that the words complained of had been by Special Resolution disapproved of by the Board.

The President of the Board states:—

1. He was not aware of the addition before it was submitted to the Legislative Council.
2. That the words were re-inserted by the authority of the Colonial Secretary.

It is extraordinary and inconceivable to me that the very words struck out by the Sanitary Board were re-inserted by the Colonial Secretary unless he were asked to do so, and as the President of the Board denies that he was a party to it, Who did so? And why?

The powers of the Board have of late years been considerably curtailed in a constitutional manner—which had to be inevitably accepted by the Board. When its actions are not aside irregularly I feel that, however much I may wish to assist for the general good of the Public, I cannot waste my time at a public body working under statutory powers when such treatment as above indicated is meted out to its members.

For those reasons I would ask you to elect some other member in my place.

In severing my connection with the Board I desire to express to His Excellency the Governor, the Public and the President of the Board my thanks for the support they have given me in my endeavours to improve the status and usefulness of the Board.—Yours faithfully,

A. SHELTON ROOPER.

IN A JAPANESE GARDEN.

NOVEL RECEPTION FOR PRINCE FUSHIMI.

The suite of rooms at Claridge's Hotel, where the reception to Prince Fushimi by the Japanese Ambassador took place last month, was transformed into the most wonderful Japanese flower garden.

The ceilings were hung with wisterias and lilies, while ramblers and roses crept up the walls and pillars.

The reception-room was particularly striking. On each of the three walls was a canvas painting of a landscape in Japan, which was continued into a natural garden with a tiny lake and wooden bridges and real Japanese shrubs and flowers. The whole scene was hung with Japanese lanterns.

The entrance to the reception-room was through an archway covered with wisterias, and in the lounge the glass window in the roof was concealed by a blue gauze besprinkled with silver stars to represent the sky shining in a tulle-work of green foliage which adorned the whole ceiling.

SUPREME COURT.

Tuesday, July 25th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTS (PUBERT JUDGE).

MASTER MARINER SUES SHIPOWNEERS.

Captain Tom Austin brought action against Chi Wo & Co. to recover \$870, being damages for wrongful dismissal from the defendant's employment as captain of the s.s. *Hoi Ming*. The particulars were, three months' salary in lieu of notice at \$240, \$720, and three months' lodgings at \$50, \$150.

Mr. D. V. Stevenson (of Messrs. Deacon, Looker & Deacon) appeared for the plaintiff, and defendant was represented by Mr. D. Lewis (of Messrs. Johnson, Stokes & Master).

Mr. Stevenson, in opening, informed the Court that Captain Austin was master mariner, having passed the Board of Trade examination at Plymouth in '89. He was a man with considerable experience of the sea, in fact, he had been following the mercantile marine ever since he was 14 years of age.

His Lordship—What is the run of the *Hoi Ming*?

Mr. Stevenson—The Hongkong to Canton night service. Proceeding, Mr. Stevenson stated that plaintiff was a man of considerable ability, and a strictly sober and conscientious officer.

His Lordship—I will assume all that unless the other side prove that to be untrue.

Mr. Stevenson said the plaintiff also held a position in the R.N.R. as lieutenant, and had navigated several of His Majesty's warships. In 1895 Captain Austin was in charge of one of the defendant's ships called the *Hoi Tung*, which ran up the West river. He left that position in order to join the *Shui On* Steamship Co. at an increased salary, and to better his position. Subsequently he became master of the old s.s. *Wingchai*, a very popular boat, which used to run to Macao. That boat was lost in the typhoon of 1905, when Captain Austin very nearly lost his life. After managing the *Macao* Hotel for a time, plaintiff rejoined the defendant company in 1908 as chief officer on one of their West River ships. The *Hoi Ming* was at one time employed in the West River trade between Hongkong and Kowloon, and Captain Austin was in that command for about fifteen months. Then he received a letter from the defendant company which stated, "We beg to give you notice that within 24 hours on receipt by you of this letter, your services, as captain of the *Hoi Ming*, will no longer be required. This is in accordance with the verbal agreement entered into between you and ourselves." Plaintiff knew nothing about this verbal agreement, although he was engaged as captain on a verbal agreement entered into with the owners at a salary of \$240, with a promise of increase of salary if business would justify the increase. When plaintiff received the letter referred to he went to the office and asked for an explanation. The only answer he could get was that it had been read to him and explained itself.

His Lordship—I wish people would put their contracts in writing: it would save an awful lot of trouble.

Mr. Stevenson—It is not usual with seafaring men, I think.

His Lordship—I don't know. Don't some big companies do it?

Mr. Stevenson—They may, but not Chinese companies. This is a very important matter to my client, who is over fifty years of age, and it will be very difficult for him to get another position.

His Lordship—I think it has been settled in this Court that in the absence of a special agreement the master of a ship is entitled to three months' pay.

Mr. Lewis—That won't arise in the case.

His Lordship—I suppose so much is common ground: that plaintiff was engaged by defendant, and that he did receive this letter.

Mr. Lewis—Yes.

Mr. Stevenson submitted that the burden of proof was on his friend.

Mr. Lewis—No.

His Lordship—The plaintiff had better go in the box.

Captain Tom Austin gave evidence on the lines of his solicitor's opening statement.

Cross-examined by Mr. Lewis:

You were in the service of the Chi Wo Company many years ago?—Yes.

You left of your own accord, and at 24 hours' notice?—I resigned to take charge of another ship.

Did you, or did you not, leave at a moment's notice?—I resigned.

His Lordship—Did you give any notice at all?—I told them I wanted to join this new ship, and next day I went. I asked the old man if he had any objection and he said he had none.

Mr. Lewis—I take it that on that occasion you did not consider you had to give three months' notice?—No.

Some time afterwards you were engaged by Mr. Chan Shui Ki?—Yes.

You did not leave that ship of your own accord?—I did, on a day's notice.

I put it to you that you left because you were dismissed?—I beg your pardon, I resigned because I had a row with the owner.

And you left on a day's notice?—Yes.

Three years ago you joined the *Hoi Ming* as captain, didn't you?—About that time.

You remained captain for about nine days, didn't you?—Couldn't say.

You won't deny it?—No. I don't like to say anything I am not sure of.

Then you were reduced to chief officer?—No.

Were not you told at that time that you had not carried out your duties satisfactorily?—No.

I have never been told that. You are springing something on me of which I am entirely ignorant.

Perhaps this will remind you: do you remember an incident when you threw some dirty water over passengers?—I do. That was when I was mate with Captain Evans. I threw water over some passenger runners.

Did these persons complain to the owners?—I was told they did.

Were you also told that they threatened to publish the matter in the Chinese newspapers unless you lost your captaincy?—No. I was told that if the owners retained me the ship would be boycotted, and I was carrying out the owners' instructions.

What, in throwing water over passengers?—No, in keeping runners out of the Chinese saloon, as several complaints had been made by passengers of runners monopolising the place.

I put it to you that after that incident you were reduced from captain to chief officer?—I was chief officer at the time.

I put it to you that you were captain?—I emphatically deny that. Captain Evans came aboard after and said to me, "I'm sorry, Austin, but you've got to get. You've been tossing water over the runners."

When you rejoined Chi Wo's service you were out of a job for 18 months?—Yes.

The Chi Wo Company were not very keen in hiring you, were they?—I don't know their private affairs.

Did a certain influential person see them on your behalf?—I cannot say.

Did the Harbour Master see them?—My Lord, I cannot say. There was a gentleman who interested for me to get me the position when I joined the Chi Wo Company the Harbour Master said to me, "I have got a ship for you, Austin."

Did not the Company tell you they had had trouble with you before, but they took you on to give you a chance, and it was to be understood they could dismiss you with 24 hours' notice if they wished to do so?—Emphatically no.

You were engaged as chief officer, were you not?—Yes.

And you were on your best behaviour when you joined?—I am always on my best behaviour.

Have you ever gone into a cabin and frightened Chinese lady passengers?—Never.

Have you ever gone in and hugged Chinese women to the annoyance of other passengers?—No.

I take it you agree with me that one of the captain's duties is to consider the interests of his owners?—Yes, and if every captain did that as well as I did the owners ought to be highly gratified.

And one of those duties is to treat the passengers with every consideration?—Yes.

Do you remember having some words with a French passenger?—Yes.

The language you addressed to him was rather violent?—I am not going to say so.

Was it, or was it not? It depends on what you call violent and what I call violent.

Did this passenger make a complaint to the French Consul at Canton?—I believe he did.

Did the French Consul make representations to the English Consul?—Yes.

And did the English Consul write to you and ask you to apologise?—No, he sent for me to go to the Consulate, and I told him what I did. I may say I was congratulated on my action by Chinese passengers.

You did, as a matter of fact, use strong language to this man?—Justifiable language.

Do you say foul language is justifiable?—I did not say I used foul language.

In re-examination witness stated that the British Consul at Canton said he was quite justified in the action he had taken. Masters of Chinese boats received instructions from owners that they were not to interfere with the pilots in any way, so that the masters were, practically speaking, figure-heads.

This closed the plaintiff's case.

Mr. Lewis, in opening the case for the defence, said the plaintiff had been in the defendant's employ on various occasions, the first being some ten years ago, when he was dismissed by them at a moment's notice. Later on, about three years ago, he was employed on the *Hoi Ming*, but his conduct being unsatisfactory, he was reduced from the position of captain to chief officer. Subsequently he served some months as chief officer, and was dismissed. About 18 months ago plaintiff wanted employment, and on representations being made to the defendant they consented to engage him as chief officer. His conduct was then quite satisfactory, and the defendant agreed to make him captain on the understanding of a 24 hours' notice. Under that agreement he took charge of the ship, and complaints were from time to time made to the owners about his treatment of passengers. A week or so before he was dismissed a report was made to the owners that the captain never kept watch, and that for hours at a stretch at night there was no European officer in charge of the ship.

His Lordship—Were these complaints ever brought to the plaintiff's notice?

Mr. Lewis said there was no reason why they should be. The result was that the owners instructed the company to watch whether any watch was kept. The company watched every night for a week, and during that time the ship was in sole charge of a Chinese seaman. The result was that the owners wrote the plaintiff the letter telling him that 24 hours' notice later his services would not be required. Among other witnesses, Mr. Lewis intended to call Captain Jones, the Assistant Harbour Master, who would state that a Chinese pilot was not the proper person to whom to entrust a ship and the safety of the passengers, and that it was the duty of the captain to see that during the whole voyage there was a European certified officer in charge of the ship. If he did not do that he was guilty of a very serious breach of duty, a breach which justified his owners in dismissing him at a moment's notice.

Mr. R. Leitch, chief engineer, stated that on different occasions when he went to see the Captain he was not on the bridge, the boat being in charge of a pilot.

Chief Officer W. McEwen gave similar evidence, stating that it was the custom to leave such vessels in the hands of a pilot. Captain Austin was a careful navigator, but it was not the custom to engage a master on an agreement with 24 hours' notice, and witness would not accept such an agreement.

Mr. Lewis, before calling other witnesses, asked whether his Lordship was satisfied on the evidence given by the captain, the chief engineer and the chief officer, that for a considerable time the bridge was left unattended.

His Lordship—Yes, in one sense of the term, but I know nothing about the economy of a steamer and should like to hear to see evidence.

Mr. Lewis—Witnesses whom I shall call, if your Lordship needs them, will give evidence to the effect that for hours at a stretch no European officer was on the bridge.

His Lordship—I don't even understand how the ship is built, where the captain's cabin is, or anything about it.

Mr. Lewis—The captain's cabin is immediately behind the bridge.

His Lordship—Is it a bridge deck?

Mr. Lewis—I don't think so.

Is Lordship—You say you will call witnesses to prove that the Captain was away for hours?

Mr. Lewis—He admitted it himself.

His Lordship—What he said was that he was in and out of his cabin. I don't know whether, in case of a river steamer, that would be proper conduct or not. I should very much like to hear what the Harbour Master has to say: then I shall know where I am.

Mr. Lewis—I have the evidence of the pilots, who were left on the bridge alone.

The second pilot and the company gave evidence which corresponded with the opening statement of Mr. Lewis.

Captain E. Jones, Acting Assistant Harbour Master, stated that the tonnage of the *Hoi Ming* was under 400 tons. A boat of that class had to carry two certificated officers. The duty of a master was to safely navigate his vessel and to see that a proper lookout and watch was kept. A Chinese pilot was not the proper person to leave in charge of a ship carrying cargo and passengers. If a captain left the bridge for ten minutes in narrow waters without leaving a European officer in charge he would be guilty of a breach of duty. On Captain Austin's evidence he had been guilty of a breach of his duty.

His Lordship—Would you consider it a serious breach of duty?

Witness—Certainly should.

Such as to imperil the safety of the ship?—To endanger the lives of those on board.

In cross-examination witness stated that he had a personal knowledge of the Canton river, and he did not know what was customary on Chinese-owned boats with regard to the captain and the chief officer. Witness could not say whether there was any distinction between a ship trading in inland waters and one trading between Hongkong and Canton. It was not usual to engage a master mariner, so far as witness was aware, subject to a discharge of 24 hours' notice. Witness could not say whether the captains and mates on Chinese-owned boats kept watch, but it was their duty to do so. When a vessel was under way it was a serious matter for the officer of the watch to be off the bridge.

After further evidence had been taken his Lordship reserved his decision.

THE CHRISTIAN SCIENCE CHURCH.

LAYING THE CORNER-STONE.

Yesterday morning at 9 o'clock the cornerstone of the Christian Science Church edifice in Macdonnell Road, Hongkong, was laid by Mr. W. D. McCrackan, M.A., C.S.B., Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A. Mr. McCrackan read selections from the Bible and then correlative passages from "Science and Health with Key to the Scriptures," by Mary Baker Eddy. This was followed by silent prayer, and then by the audible repetition of the Lord's Prayer. The service was closed by the reading of the "Scientific statement of being" from the Christian Science text book, "Science and Health."

The homely sealed jar in the corner at no contains a Bible, a copy of "Science and Health with Key to the Scriptures," Miscellaneous Writings and the "Church Manual" of The Mother Church, by Mary Baker Eddy, a copy of the Christian Science "Sentinel," of the "Journal," and of the "Monitor," a history of the Hongkong Christian Science Society, a list of the present members, a *Hongkong Daily Press* of July 15th, a *South China Morning Post*, China Mail and *anyong Telegraph* of July 21st, and a copy of the Society's bye-laws.

TWO NEW GENERALS.

The Coronation honours conferred on Lord Methuen and Sir William Nicholson, who were promoted to the rank of field-marshal, have been followed by the elevation to the vacant generalships of—

Lieut.-General Sir Joceline H. Wodehouse, K.C.B., C.M.G., and

Lieut.-General Sir Arthur J. Wynne, K.C.B., Military Secretary to Lord Haldane.

Following on these promotions, the *London Gazette* announced the following appointments:—

Major-General Sir George M. Bullock, K.C.B., commanding West Riding Division, Territorial Force, to be Lieut.-General, vice Sir J. H. Wodehouse, K.C.B., C.M.G.

Colonel John Ayle, C.B., to be Major-General, vice Sir G. M. Bullock, K.C.B.

SHIPPING NOTES.

The China Merchants S. N. Co. have placed with the Kien-nan Dock and Engineer Works a contract for a new steamer for their Hankow and Shanghai trade. The vessel is the largest ever built in China and will be the largest on the trade when completed. The dimensions are: Length, over all ... 340 ft. 0 in. Breadth, extreme ... 59 " 0 " Depth, moulded ... 47 " 0 " Draught, ... 14 " 0 "

Competitive tenders were invited from all the leading yards in the East, the lowest being that of the Kiang an Dock. The other tenders came in the following order:—Hongkong and Whampoa Dock, Shanghai Dock and Engineering Co., Ltd., and Kawasaki Dock, Kobe.

The *Leading Light* comments very severely upon the composition of the Court of Inquiry into the circumstances attending the wreck of the steamer *Saint Hugo*, held at Naasah on June 5. It appears that there was not on the Board one person who was acquainted with conditions in the Merchant Service, and the journal deprecates very strongly the practice of having the captain of a man of war on his own commander sitting on the Inquiry. The remaining members of the Court were the British Acting Vice-Consul and a merchant of the port, and of the latter an temporary remark:—One does not put a haberdasher to judge a cattle show, and one hardly expects to find a straw-braid expert called upon to decide whether the acts of a shipmaster in steering, the course he did were such as would commend themselves to prudent seamen. Each of these gentlemen are doubtless excellent in their own proper spheres, whether commanding a battleship, watching the interests of their country in a foreign port, or in determining the quality and price of strawbraid, but as marine experts called upon to decide such highly technical questions as the handling of a light ship in strong winds and currents, their opinions cannot command that respect that should be accorded a Marine Court of Inquiry.

An apparatus which is being brought to England by Mr. Victor Nightingale, an Australian inventor, is designed to enable communication to be established by night between ship and shore or ship and ship by means of light signals according to the Morse code, even though these working it are not adapted in that code. For this purpose the ship is provided with a number of metal plates, each representing a letter of the alphabet, which can be fixed to a wheel forming part of the apparatus, and which, when the wheel is rotated, by means of suitable projections close the circuit through an electric lamp and thus cause it to flash out the dots and dashes corresponding to the letters. To use the apparatus the sailor consults the international signal book, picks out the letters which stand for the message he wishes to send, fixes the corresponding plates on the wheel, and pulls a lever which both sets the wheel in rotation and switches on the current to the lamp, either from the ship's dynamo or from a battery. The apparatus then continues to send the desired message automatically without further attention until it is stopped. As the signals are shown comparatively slowly, and are repeated at each revolution of the wheel—or often if duplicate sets of plates have been fastened to the circumference—any one on another ship ought to be able to decipher them by reference to a Morse alphabet; and then, having made out the letters, whatever their nationality, he has only to consult his international signal book to discover the meaning of the message. The inventor hopes shortly to arrange for a practical demonstration of the device from ship to shore in the Channel.

The Canadian Pacific Railway has placed with the Fairfield Shipbuilding Co., of Glasgow, an order for two liners of 15,000 tons each, and 18 knots speed, for their Liverpool and Canadian service.

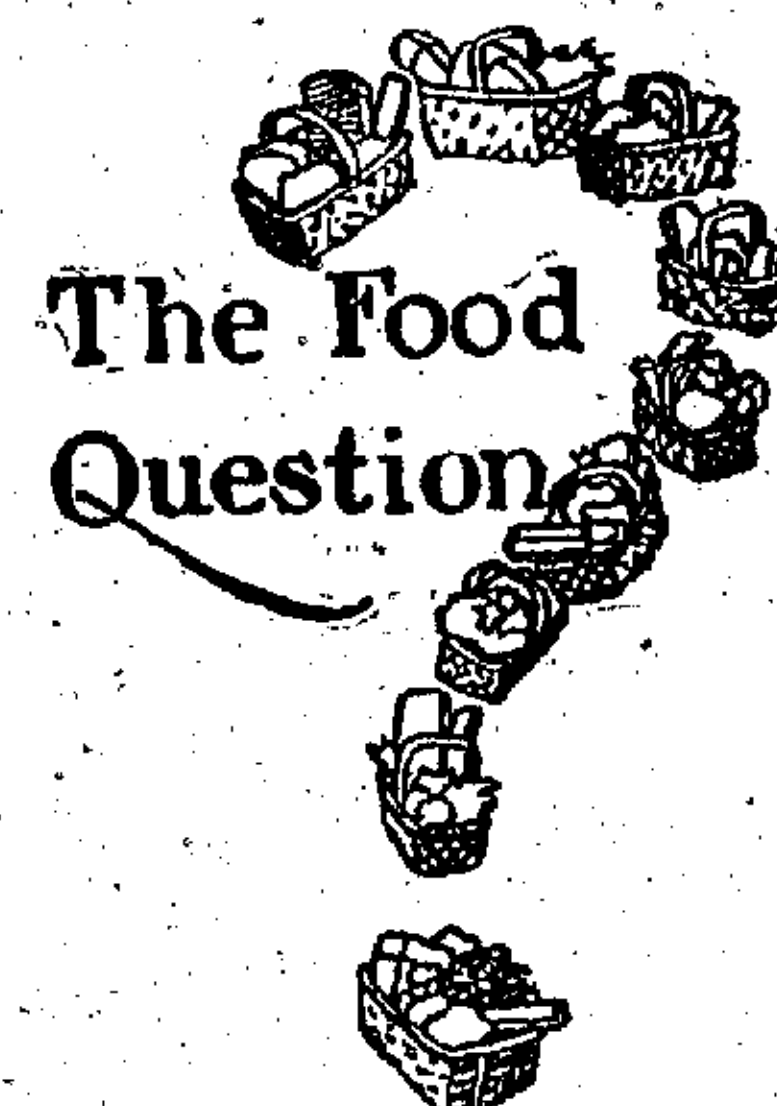
THE CIRCUS COMBINE.

One of the largest attendances that has filled the Circus marsh at Causeway Bay was present at the opening night of the combined shows. The first part of the programme was given by the Filis Company, and the second by Mr. Byratt's performers. The show was an excellent one, and the large number of spectators loomed, as the programme progressed, that they had not seen all there was to see of the wonders of the ring. Len Pedro's imitation of a man monkey was a clever one, as was his performance with Mlle. Annita on the swivelling ladder. Billy, the boxing pony, gave an exhibition of the many art, while a breath of the Wild West appeared to enter the arena with the four clean cut, long limbed Colonial thoroughbreds, who were put through an unique performance by Mr. Filis. The feats of Ajax, a contortionist, were too wonderful for words, and from the way he writhed, doubled and twisted, his skeleton appeared to be constructed of fine and flexible steel. The peak of performing for terriers introduced by Madame Filis displayed remarkable indications of canine agility, and the lady in later appearance proved that she had great control over various domesticated beasts. The clowns, Piccolo and Florio, raised numerous laughs at their buff-coats, and Zeno, the juggler and society entertainer, was a host in himself, whose skilful feats require to be seen to be thoroughly appreciated. The first part of the programme concluded with what was styled a grand national concert, a mad gallop round the ring by a number of ponies carrying monkeys as jockeys. The second part of the programme was devoted to the thrilling wild west displays, M. Jones putting the Ben al tigress through her paces, while Professor Urban introduced his family of performing lions. The admission to this great combined show are the same as heretofore, there appears little doubt that large crowds will be attracted to the Circus marsh for some time to come.

JAPANESE VISITORS TO ENGLAND.

The Japan Society seized the opportunity afforded by the presence in England for the Coronation festivities of so many illustrious personages of Japanese nationality to invite them to the annual dinner of the Society at the Whitehall Rooms. The Japanese Ambassador, accompanied by Madame Kato, occupied the chair as President of the Society, and among the guests were Admiral Count Togo, General Count Nogi, Count Tada, Vice-Admiral Shimamura, the Lord Mayor of London (Sir Thomas Vesey Stanger), the Lady Mayors, Sir Claude Macdonald, Lord R. Bessels, Admiral the Hon. Sir Edmund Fremantle, Sir Trevor and Lady Lawrence, Sir Joseph and Lady Dinsdale, Admiral Sir Archibald Douglas, Rear-Admiral Charles Dundas and Mrs. Dundas, M. Yamasa, Counsellor to the Japanese Embassy, Sir Theodore Fry, Sir George Hayter Chubb, Sir Albert Rollet, Sir Marcus Samuel, Sir Alfred East, A.R.A., Sir Edward Sullivan, Mr. and Mrs. Arthur Denny, Mr. Charles Holmes, and Mr. W. Crowdon, Chairman of the Council. Prince Fushimi, Count Togo, and the other Japanese visitors who had to propose or respond to toasts spoke in English, and there was a remarkable manifestation of international good feeling. Sir Claude Macdonald proposed the health of the Emperor of Japan, and Sir Joseph Dinsdale that of Prince and Princess Fushimi. Prince Fushimi replied. He said that the Japan Society had rendered most valuable service in promoting friendship between two countries which were now happily united by the cordial bond of alliance. Admiral Sir Archibald Douglas afterwards proposed the toast of Count Togo and Count Nogi, to which these commanders replied. The toast of the Japan Society was given by the Lord Mayor, and acknowledged by Mr. Crowdon.

INTIMATIONS



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PROVISIONS,

WINES

AND

SPIRITS.

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Chas. J. Gaupp & Co.

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TABLE WARE.

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LEATHER HAND-BAGS.

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STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	S.S. MELA Capt. C. D. Goldsmith, R.N.R.	Noon 27th July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	S.S. OCOTEA Capt. G. J. Caldwell,	About 27th July	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	S.S. DEVANHA Capt. H. Powell,	About 3rd Aug.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	S.S. DELHI Capt. H. S. Bradshaw,	Noon 5th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	S.S. SARDINIA Capt. C. C. Talbot, R.N.R.	About 10th Aug.	Freight and Passage.

For Further Particulars apply to
H. A. HEWETT, Superintendent.

Hongkong, 26th July, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS.
SWATOW, AMOY and SHANGHAI	"HOIHOW"	On 26th July, 4 P.M.	
SHANGHAI	"LINAN"	On 27th July, 4 P.M.	
HAIPHONG and HAIPHONG	"SINGAN"	On 28th July, 10 A.M.	
SHANGHAI	"CHINHUA"	On 29th July, 10 A.M.	
WEIHAWEI and TIENTSIN	"HUICHOW"	On 1st Aug., 4 P.M.	
DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.	S.S. "LITIAN" and S.S. "SAVU"		

AUSTRALIAN STEAMERS have superior accommodations with Electric Light, through-out and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHU", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light through-out and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

NR—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s Launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th July, 1911.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS.
TIENTSIN, SWATOW, TSIANGTAU WEIHAWEI and CHEFOO	"CHONGSHING"	Thursday, 27th July, 4 P.M.	
SHANGHAI	"KWONGSANG"	Friday, 28th July, Noon.	
MANILA	"LOONGSANG"	Saturday, 29th July, 2 P.M.	
MANILA	"YUENSANG"	Saturday, 5th Aug., 2 P.M.	
SINGAPORE, PENANG and CALCUTTA	"KUTSANG"	Tuesday, 8th Aug., Noon.	
SHANGHAI, MOJI and KOBE	"FOOKSANG"	Tuesday, 8th Aug., Noon.	

RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, WeihaWei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 26th July, 1911.

HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL	REMARKS.
FOR SHANGHAI, MOJI and YOKOHAMA:	S.S. AMERICA ...	28th July	
	S.S. ALERIA ...	29th Aug.	
	S.S. RHENFELS ...	5th Aug.	
	S.S. SUEVIA ...	6th Sept.	
	S.S. SACHSEN ...	20th Sept.	
	S.S. BAYERN ...	6th Oct.	

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 26th July, 1911.

DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS.
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent cuisine.			
FOR			
SWATOW, AMOY and FOCHOW			
(Occupying 9 to 10 Days).			
STEAMERS	CAPTAIN	LEAVING.	
"HAITAN"	Capt. J. S. Roach	FRIDAY, 28th July, at 1 P.M.	
"BAICHING"	Capt. W. C. Passmore	TUESDAY, 1st Aug., at 1 P.M.	

For SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart { WEDNESDAY, 26th July, at 1 P.M.
SUNDAY, 30th July, at Noon.

During the months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow.

Steamers will arrive at and Depart from the Company's Wharf (near Rizzo Pier). For Freight and Passage, apply to—
DOUGLAS, LAURIE & Co., GENERAL MANAGERS.

Hongkong, 26th July, 1911.

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SAN FRANCISCO LINE.

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STEAMER	TONS	CAPTAIN	DATE OF SAILING
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, Noon.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.
CHIYO MARU	21,000	W. W. Green	FRIDAY, Sept. 14th, Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, Oct. 6th, Noon.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 28th July, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	S. Togo	TUESDAY, Aug. 15th, Noon.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.
HONGKONG MARU	11,000	H. Hinokuma	WED'DAY, Dec. 13th, Noon.

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

TO	FARES
SAN FRANCISCO	£ 45-0-0, Single
NEW YORK	£ 60-0-0, "
LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, "
SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

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For Further Particulars as to Passage and Freight, apply to
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King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TONS	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WED'DAY, 6th Sept., at 11 A.M.

FOR	STEAMERS	TONS	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING TAKAO (DIRECT) ...	"SOSHU MARU"	FRIDAY, 28th July, at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 30th July, at 10 A.M.

During the two months of July and August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of:—
1st CLASS \$45.50 2nd CLASS \$29.90.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building.

S. HIROI, MANAGER.

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PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
KOREA	27,000	SATURDAY, 30th Sept., at 1 P.M.
SIBERIA	18,000	SATURDAY, 28th Oct., at 1 P.M.
MANCHURIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG to LONDON \$71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Those Special Rates apply when travelling at their own expense and to their families: To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 11 A.M.

CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 11 A.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports, 43s.

HONGKONG to SAN FRANCISCO via Japan, North, Central and South American Ports, 42s.

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KITANO MARU Capt. F. E. Cope	9,000	WED'DAY, 2nd Aug., at Daylight
	IYO MARU Capt. R. Takada	7,000	WED'DAY, 16th Aug., at Daylight
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 30th Aug., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 12th Aug., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Iizawa	7,000	TUESDAY, 15th Aug., at 4 P.M.
	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 4th Aug., at Noon
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon
SHANGHAI, MOJI, and KOBE	HAKATA MARU Capt. H. Nomura	7,000	WED'DAY, 2nd Aug.
KOBE and YOKOHAMA	TANGO MARU Capt. Kawara	8,000	THURSDAY, 3rd Aug., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	7,000	TUESDAY, 8th Aug.
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	TUESDAY, 1st Aug., at Noon

† Calling at Djibouti.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

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SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

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